

Kris Livingston

From: HSR Comments
Sent: Thursday, March 05, 2009 3:03 PM
To: Kris Livingston
Subject: FW: EIR Scoping comments - San Francisco to San Jose section

From: John Beutler [mailto:johnbeutler@hotmail.com]
Sent: Tuesday, January 27, 2009 9:23 PM
To: HSR Comments; johnbeutler@hotmail.com
Subject: EIR Scoping comments - San Francisco to San Jose section

Hello,

Thanks for taking my comments. My concerns are that the EIR cover:

- Pedestrian and bicycle issues related to making the rail line grade separated: Issues of pedestrian and bicycle comfort, visibility and accessibility should be considered when deciding whether to elevate or submerge the tracks, versus having autos, pedestrians and bicycles go over or under the tracks.
- Pedestrian and bicycle accessibility to the stations: While the high speed rail will serve longer-distance travelers than typical commuter rail and intra-city rail, passengers who may be less likely to access the stations by walking or bicycling, making the stations pedestrian and bicycle accessible will reduce the need for automobile access to the stations to some degree and will therefore reduce the environmental impact of the high speed rail system.
- Transit interconnectivity: The EIR should address the environmental benefits of tight interconnectivity with other transit systems, particularly high-capacity systems such as BART and Caltrain.
- Densification around the stations: The positive interaction of transit and intense land use is one of the best ways to reduce auto dependence and environmental impacts of transportation. The EIR should address the positive effects to be gained from land use planning as it relates to the system, particularly within short walking and bicycling distance of the stations. Given the high amount of investment in this system, the EIR should investigate making intensification of land use in station areas mandatory.

#1 Circulation
#2 grade separation
#2 parking
#1 circulation
#3 coordination
#4 TOD

Regards,

John Beutler
640 Post St, Apt 505
San Francisco, CA 94109

415-637-1123
johnbeutler@hotmail.com

Windows Live™ Hotmail@:...more than just e-mail. Check it out.



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☒ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): George Lane City: SF State: CA Zip: 94102
Title (if applicable): _____ Phone: _____ Fax: _____
Organization/Business (if applicable): _____ E-mail: georoad@yahoo.com
Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices. Subject to verification and to receive the information, you must provide a valid email address.
Please comment clearly.

I'm a regular Caltrain bicyclist customer, and I want to keep many benefits - a) unboxed bikes / b) easy access to stations that I enjoy. #1 traffic Bikes
I understand this scoping session puts my comment far beyond this meeting, it will be great to have some idea of how to deal with luggage and bicycles as the project moves forward. #3 Bicycles need luggage

Thank you for your time.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

1-SF-2

Kris Livingston

From: Alex Lantsberg [lantsberg@gmail.com]
Sent: Monday, April 06, 2009 9:41 AM
To: HSR Comments
Subject: please add to notification list for the SF to SJ HST Project EIS/EIR

notices can be mailed to:

Alex Lantsberg
991 Innes Ave.
SF, CA 94124

lantsberg@gmail.com
415-794-2539

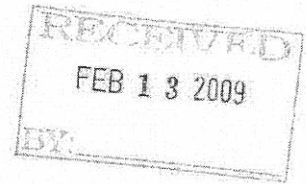
#11 intro

thanks

Law Office of Michael V. Mahoney

595 Market Street, Suite 1350, San Francisco, CA 94105

☎ (415) 693-9361 ☎ (415) 362-1776



February 11, 2009

Dan Leavitt, deputy director
California High Speed Rail Authority
925 L Street
Suite 1425
Sacramento, CA 95814

Re: Peninsula High Speed Rail scoping Environmental Impact Statement

I write to offer my views on the proposed environmental impact study of the San Francisco peninsula portion of the high speed rail project. My concern is the evaluation of the noise problem.] #1 noise

1. Defects of the previous EIR.

The San Francisco to Central Valley EIR previously released had the following deficiencies:

(A) The study made no distinction between the noise generated by trains going 220 miles per hour, as will be the case in Central Valley cities, and trains going 125 mph, as will be the case on the Peninsula. As far as the EIR was concerned, the noise was the same.] #1 noise

(B) The study proposed to be based on an evaluation prepared by the United States Department of Transportation. That study said that the noise emanating from trains could be rated "high," "medium," or "low," depending on the number of homes near the tracks, with a multiplier for schools or hospitals near the tracks. However, it gave no definition of "near," so it was impossible to tell how the numbers were calculated.] #1 noise

(C) More seriously, the study gives no indication of what is meant by "low" noise. Does this mean your children wake up screaming only once a night, while when noise is "high," they wake up three times? Perhaps the DOT study itself explains this, but because the drafters of the EIR could not be bothered to pick up the DOT explanation, the reader is left with no explanation unless he can figure out how to] #1 noise

#7 Deficiency in previous EIR/EIS
Problem w/ EIR

get a look at the DOT study.

(D) The study didn't tell us the basic thing we wanted to know, that is, how loud are the trains? Certainly, other considerations than mere loudness enter into the evaluation of the noise issue, but one should start with an answer to that simple question.

#1
Noise

(E) The study was silent on what has been done in the European high speed rail systems about noise.

#2 Compare
with Foreign
System

#1
Noise

(F) The study pointed out, correctly, that the elimination of grade crossings would reduce noise, since engineers would not need to sound the horn as they approached the crossing. Having raised this point, the study did not pursue it any further, to show the exact effect on the noise environment of eliminating grade crossings.

#1
Noise
#2
Grade
Crossing
Noise

2. How to do it differently this time.

The new EIR should contain the following material, at a minimum:

(A) A "flat desert" diagram showing what the peak noise of a passing train would be if the track were straight and the train were crossing a desert, with no buildings, trees, or hills to affect the sound. The measurement, in decibels, would show the peak noise 100 meters from the track, 200 meters, 500 meters, and so on.

#1
Noise
Diagram

(B) Once that has been done, an attempt to adjust the noise profile to reflect the presence of trees and structures along the Peninsula rail line. This does not, in my view, mean that the noise is necessarily less. For example, a train approaches; the observer is some distance away, but hears little because a row of houses has cut off the sound. Suddenly the train emerges from behind the houses and the observer is startled by a sudden blast of sound. The emotional effect of this would be worse than it would have been had the houses not been there and the train been audible the whole time.

#1
Noise

(C) A review of the noise situation at the only location in the United States where trains regularly run at more than 125 mph, the Acela line in Pennsylvania and Delaware. At the time the DOT study was prepared, no trains went that fast; now they do. The study should tell us how much noise these trains emit, and also show a profile of the rail line to show how it differs from the Peninsula line. The Acela road bed is elevated higher above grade than most of the Peninsula tracks.

#1
Noise

(D) A report of the actual psychological and physiological effects on humans, and

#1
Noise

their pets, of being exposed to repeated noise of this level. The report could, in justice, also point out that the existing Caltrain trains emit some noise; so the question would be how to measure the effects of the passage of more and faster trains. I believe that a trained psycho-acoustician, advised of the sound levels and frequency, could prepare such a report.

#1
noise

(E) A report of the effect, as best it can be measured, of the abolition of grade crossings. There is less engine horn noise, but there is more train noise. The noises are of different sorts. Thus you should ask your psycho-acoustician to explain the social and emotional consequences of substituting one form of noise for another.

#2 No
Grade crossing
#1 noise
#1 ~~noise~~
noise.

(F) A report of the effect of sound walls. The Authority has proposed that, when needed, sound walls can be constructed at a cost of \$1 million per mile to reduce the effects of noise. I predict with some confidence that if this system is built, the residents of Atherton and Menlo Park will insist on having them. If they get sound walls, San Bruno will refuse to be let out. Once San Bruno has them, Mountain View will not be far behind. In short, practically the entire rail line will be flanked by sound walls. That being so, you should preempt the matter by calculating how effective they will likely be.

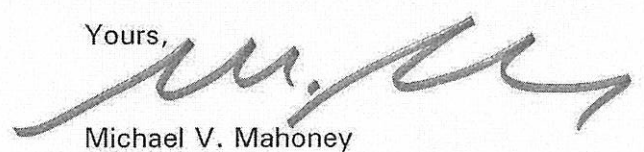
#1
noise
#2
Soundwall

(G) A report of the European experience with this problem. The earlier EIR was silent on the subject. It would not be necessary to send researchers to Europe; rather, you should hire researchers with French and German language skills and let them research the published engineering literature on this topic. What did the European railroads propose to do about noise before they built their systems, and what more did they do once the systems were up and running?

#2
Compare
w/ foreign
system

If you can prepare a report along these lines, I look forward to seeing a useful document.

Yours,



Michael V. Mahoney

LAW OFFICE OF MICHAEL V. MAHONEY

595 Market Street, Suite 1350
San Francisco, California 94105



Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

95814+3704





Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☒ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): ELIZABETH MOORE City: SAN FRANCISCO State: CA Zip: 94122
Title (if applicable): MGR. CLIENT RELATIONS Phone: _____ Fax: _____
Organization/Business (if applicable): CTL INC. E-mail: AMOREMAYPO@YAHOO.COM
Address 231 KIRKHAM ST.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.
Please comment clearly.

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Fold and Tape Before Mailing

I-SF 5

Kris Livingston

From: Larry Rosenberg [larryr@123mail.net]
Sent: Friday, April 03, 2009 5:10 PM
To: HSR Comments
Subject: HSR Comments

I support the concept of a HSR (and voted for the bond measure to build it).

But, I'm concerned about the impact of additional tracks on the existing CalTrain and Light Rail stations. Is there really enough space (width) for them? Perhaps it would be better to run the HSR further east (actually north).

BUT, if the HSR does goes along the existing CalTrain right-of-way, and it can be accommodated width wise, I would prefer it to stop in
MV: a) to actually use it (e.g. to LA or SF), and b) so we don't have speeding trains crossing Castro.

Larry Rosenberg, Ph.D.
108 Bryant St. #30

1
SUPPORT
2
WIDTH of ROW
of TRACKS
DIFF ALIGNMENT
2
STATION LOCATION

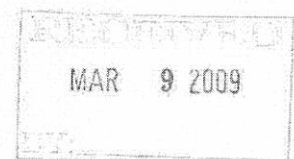
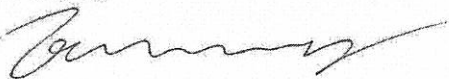
To whom this may concern

03/02/2009

I would like to submit a proposal in regards to an idea I had for the high-speed rail alignment. I have lived in Europe for 17 years and have had hands-on experience with the french TGV (Train a Grand Vitesse) system and a reason for it's success accounts for the fact that the alignment meets the needs of the riders and commuters. It meets the public transportation needs of tomorrow, built almost 40 years ago. The California high-speed rail project is unique in the sense that California will be the first state in the nation to build a system of this magnitude and train system as such. The question is, how do we get people out of their cars to use this system? Getting it built and running is only the first part of the equation. It needs to be **easy to acces**, **economical**, **comfortable**. **Easy to access** meaning that one could walk to the station, or bike to it, or have easy access from BART, MUNI, or MetroRail in Los Angeles. **Economical** meaning that it needs to be cost effective for the commuter. If a roundtrip to Los Angeles from San Francisco by car comes out to \$60 for gas and \$88 by plane, then meeting somewhere half-way or below that mark will make the commuter think twice about taking the car to work or the plane for longer distance commuting. **Comfortable**, meaning that the rider will not have to think twice about taking high-speed rail to work or for longer distance commutes between San Francisco and Los Angeles. There needs to be more than one option to get from point A to point B. Enclosed is a diagram I took the liberty of making to draw out a potential first to second phase alignment of high-speed rail. Currently it seems that running through Gilroy to get to the Bay Area is the most cost-effective and best way to cut through to the central valley and back. I believe it is the best option as well. However, we are missing direct links from Sacramento to the Bay Area. One could go and travel down through Stockton to get to San Francisco, but it will take twice as long as it takes by car on I-80. Therefore adding an alignment from Sacramento to the Bay Area alongside I-80 is essential. This is what I was referring to as to having more than one option available to get from point A to point B. Especially if it will take the commuter longer by train than by car. Coming from Sacramento to the Bay Area also still leaves a loophole in the system. How does one get to San Francisco? BART is an option ofcourse, but if there is no direct link between point A and point B, then the commuter will be easily discouraged to take the car. A lot less of a drag for the commuter will be to not have to switch trains and platforms to get there. This is why I believe that building a transbay tube from San Fransisco to the East Bay for high-speed rail is essential. It would also be a disaster to not have high-speed rail for that matter reach downtown San Francisco as it will diminish the ridership of the system. If a commuter has an appointment downtown San Francisco and needs to go down to Los Angeles for another meeting, he will first pursue the most comfortable option. If transbay does not offer high-speed rail, the commuter will not bother driving all the way down to 4th and Townsend to catch the high-speed rail. The Commuter will take BART to SFO and take the airport train to the terminals for their flight south. The commuter will also less likely pursue connecting to an airport rail that will connect them to an SFO high-speed rail station, as the likely thought will be to take the plane since they are already at the airport and the airplane is faster anyway. I thank you for taking time reading this. I hope we can go far.

Sincerely,

Victor Traycey



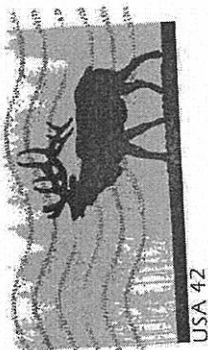
2
DIFFERENT
ALIGNMENTS
DIFF. STATION
LOCATIONS

3
Transfer
between
systems

Victor Traxler
324 Monticello Street
San Francisco, CA 94132

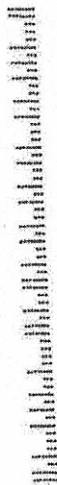
SEAN FERRIERO C.A. 1991

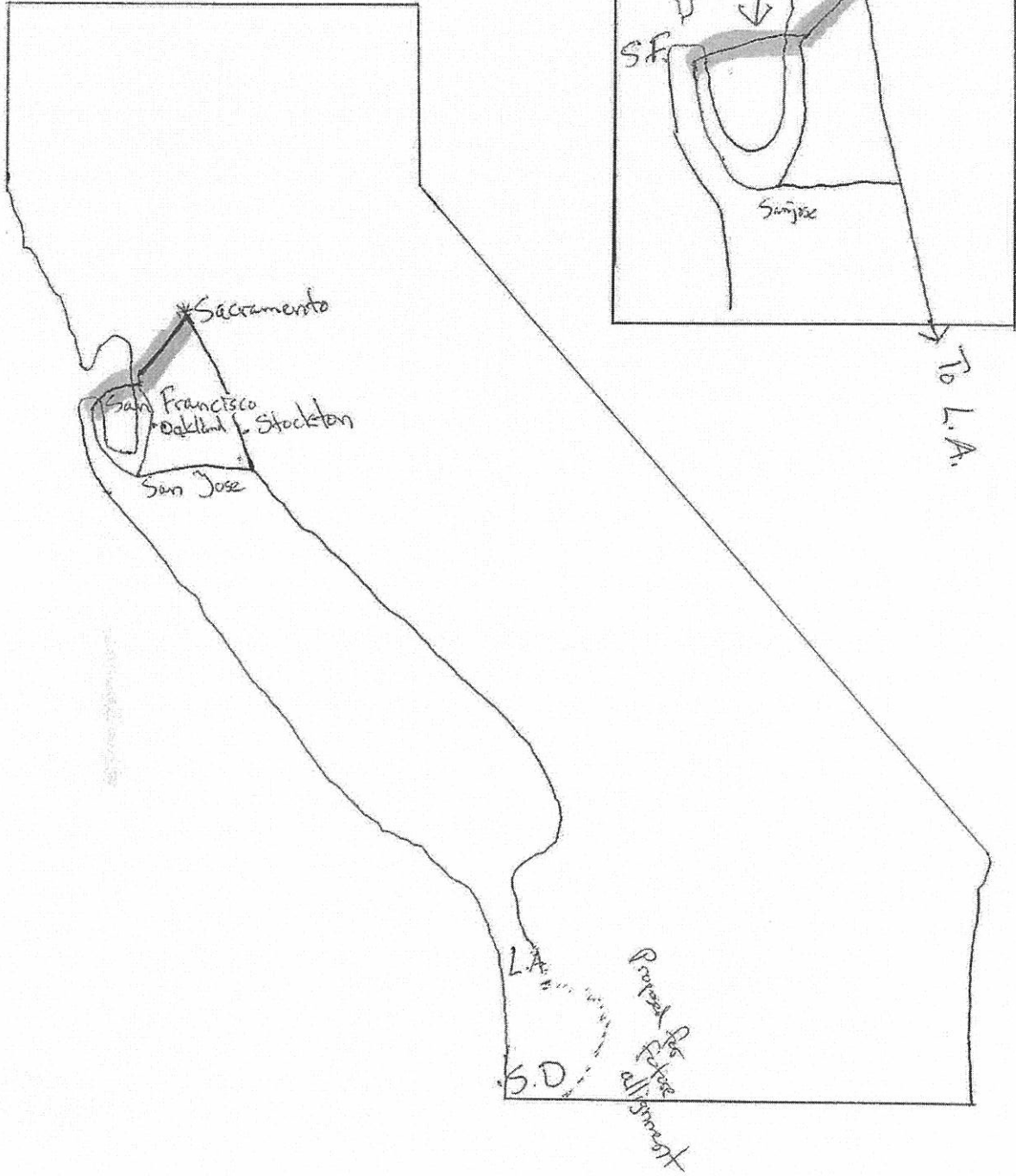
1007 PULLEY STREET SAN FRANCISCO, CA 94114



California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

95814+9999







Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

☐ January 22 - San Mateo County ☒ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): STEVE TYSON City: _____ State: _____ Zip: _____

Title (if applicable): _____ Phone: _____ Fax: _____

Organization/Business (if applicable): BETTER TRANSPORTATION E-mail: _____

Address: 1113 MONTGOMERY ST. ON LIST ALREADY.

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

WANT TO BUILD A FAST TRAIN? } #2
BUILD ONE FROM SF TO SACRAMENTO } construction
FOR PRACTICE FIRST. } phase.

BUILD TWO LANES EACH WAY TO } #4
LA ON I-5, LANE ① 100 MPH } build
FOR COMPUTER GUIDED AUTOS - } roads
TUNNEL THRU THE MOUNTAINS. } #4
} build
} (and
} tunnel

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1 - SF - 8



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Meeting Date/Location

☐ January 22 - San Mateo County ☒ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): STEVE TYSON City: SAN FRANCISCO State: CA Zip: 94147-0097

Title (if applicable): TRANSIT GEEK Phone: 415-510-8137 Fax: 1

Organization/Business (if applicable): BETTER TRANSPORTATION MANAGEMENT

Address: POB 470097 SAN FRANCISCO 94147-0097

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

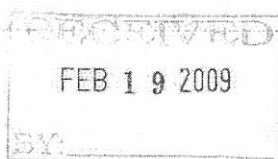
Please comment clearly.

ALL THIS TIME AND YOU DON'T KNOW HOW TO GET PAST THE TEHACHAPIES. THE TUNNEL IS BEST. NO RAIN OR SNOW PROBLEMS. LEARN THE MOUNTAINOUS - MAYBE CURVE? #2

THE S.F. MAJOR TERMINAL SHOULD BE ON MARKET ST BETWEEN 3rd & 4th STS. EASIER TO BRING TRAINS FROM 4th & TOWNSEND. MORE CENTRAL LOCATION. I'VE BEEN PUSHING THIS TERMINAL SINCE MOSCOW CENTER WAS A HOLE IN THE GROUND. ABOUT 34 YEARS. #2 Station locations

WILL ONLY GOVERNMENT TRAINS BE ALLOWED ON THE LINE? HOW ABOUT BEING ABLE TO TAKE YOUR CAR WITH YOU? DRIVE ON & OFF, HAVE A CAR THERE AT YOUR DESTINATION - NO RENTAL CAR TIME WASTE. WHAT'S A TRAIN SYSTEM... THEY COST LARGE \$ AND THE TRACKS SIT EMPTY MOST OF THE TIME. #2 Different construction method/align. #5 constr. cost

DISADVANTAGES - POSSIBLE ~~TERRORIST~~ BAIT. #1 safety & security



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Fold and Tape Before Mailing

Kris Livingston

From: Vistica, Stanley [Stanley.Vistica@perkinswill.com]
Sent: Sunday, April 05, 2009 4:46 PM
To: HSR Comments
Subject: high speed rail

the high speed rail should be undergrounded on the San Francisco peninsula. This will enable dozens of surface auto/train/pedestrian intersections to remove the train factor and greatly reduce congestion throughout the peninsula. Additionally it will help to not sever the entire region into two districts one on each side of the tracks.

#2 underground
#1 traffic & circulation
#1 community separation

Stanley Vistica
Senior Associate
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Perkins+Will. Ideas + buildings that honor the broader goals of society

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